



AUTOMOTIVE RESEARCH CENTER

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Director, TARDEC Robotics Lab (TRL)

A Partnership of Eight Research Universities

UNIVERSITY OF MICHIGAN (lead)

WAYNE STATE UNIVERSITY

UNIVERSITY OF WISCONSIN

UNIVERSITY OF IOWA

OAKLAND UNIVERSITY

CLEMSON UNIVERSITY

UNIVERSITY OF ALASKA FAIRBANKS

UNIVERSITY OF TENNESSEE



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ARC Mission

<http://arc.engin.umich.edu/>

Conduct basic research that advances the state-of-the-art in high fidelity modeling, simulation and testing of military and civilian ground vehicles

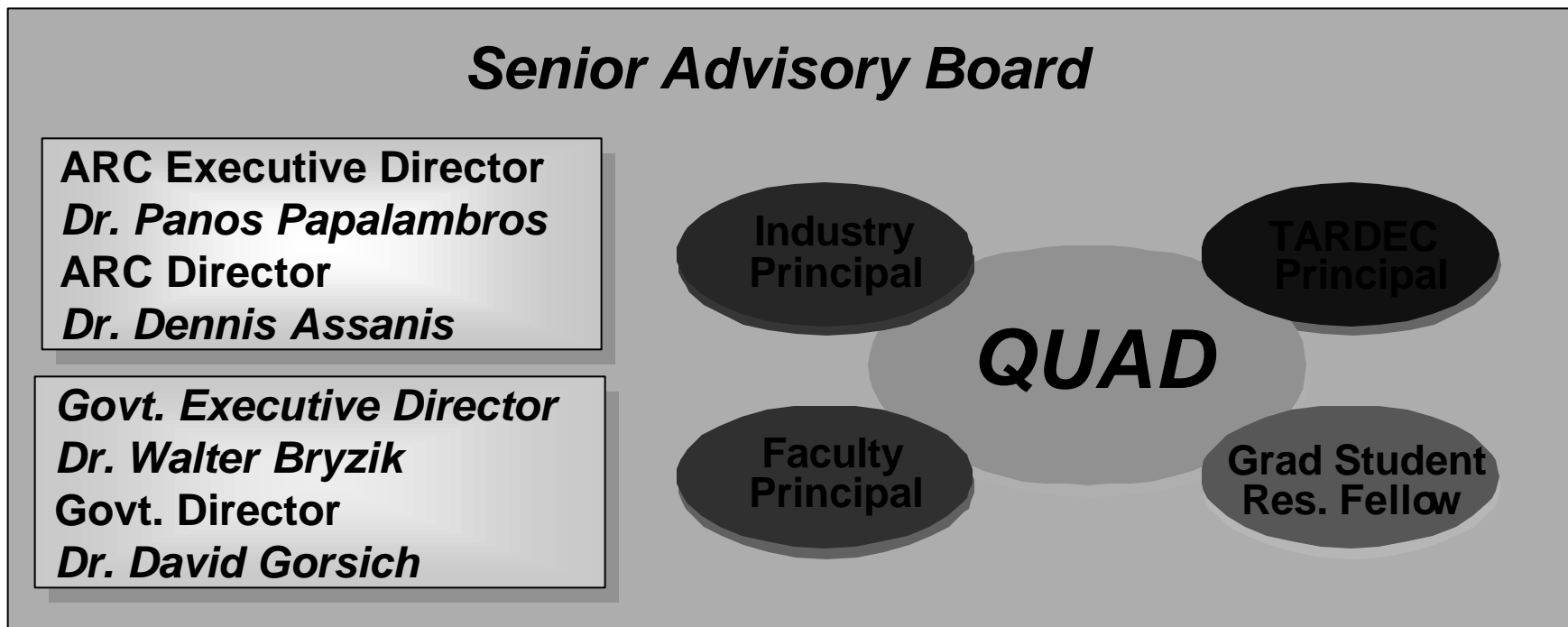
Impact:

- **Achieve vehicle design objectives of versatility, high mobility, durability, reliability, low signature, low cost, and fuel efficiency**
- **Provide linkage between automotive suppliers, manufacturers and the military in the critical product development phase**
- **Educate the technical personnel needed to design and support future military/commercial ground vehicles**



The ARC Organization

- A unique synergistic partnership between academia, industry and government based on Research Quads and Case Studies.
- Senior Advisory Board comprising high level industry executives (including Ford, GM and DCX, GDLS, NaviStar, Mechanical Dynamics Inc. and LMS)





ARC Research Contributors

NATIONAL AUTOMOTIVE CENTER (TACOM-TARDEC)

- Program Coordination
- Military Needs Definition
- Technology Transition
- Dual Use

MICHIGAN (lead university)

- Vehicle Dynamics & Control
- Powertrain Modeling & Testing
- Systems Design Optimization
- Structural NVH & Composites
- Manufacturing links



IOWA

- Virtual Reality
- Human interfaces
- Structural Reliability

WAYNE STATE

- Engine Modeling and Testing
- Friction Studies

TENNESSEE

- Imaging
- ITS
- Hybrid Drivetrains

OAKLAND

- System design
- Control Algorithms
- Manufacturing links

CLEMSON

- Vehicle Dynamics
- Collaborative Design
- Multicriteria Design

ALASKA

- Distributed Comp.
- Fuels/Lubs, low temp studies

WISCONSIN

- Modular Engines
- Transient Powertrain Models
- Design Optimization



Research Partnerships

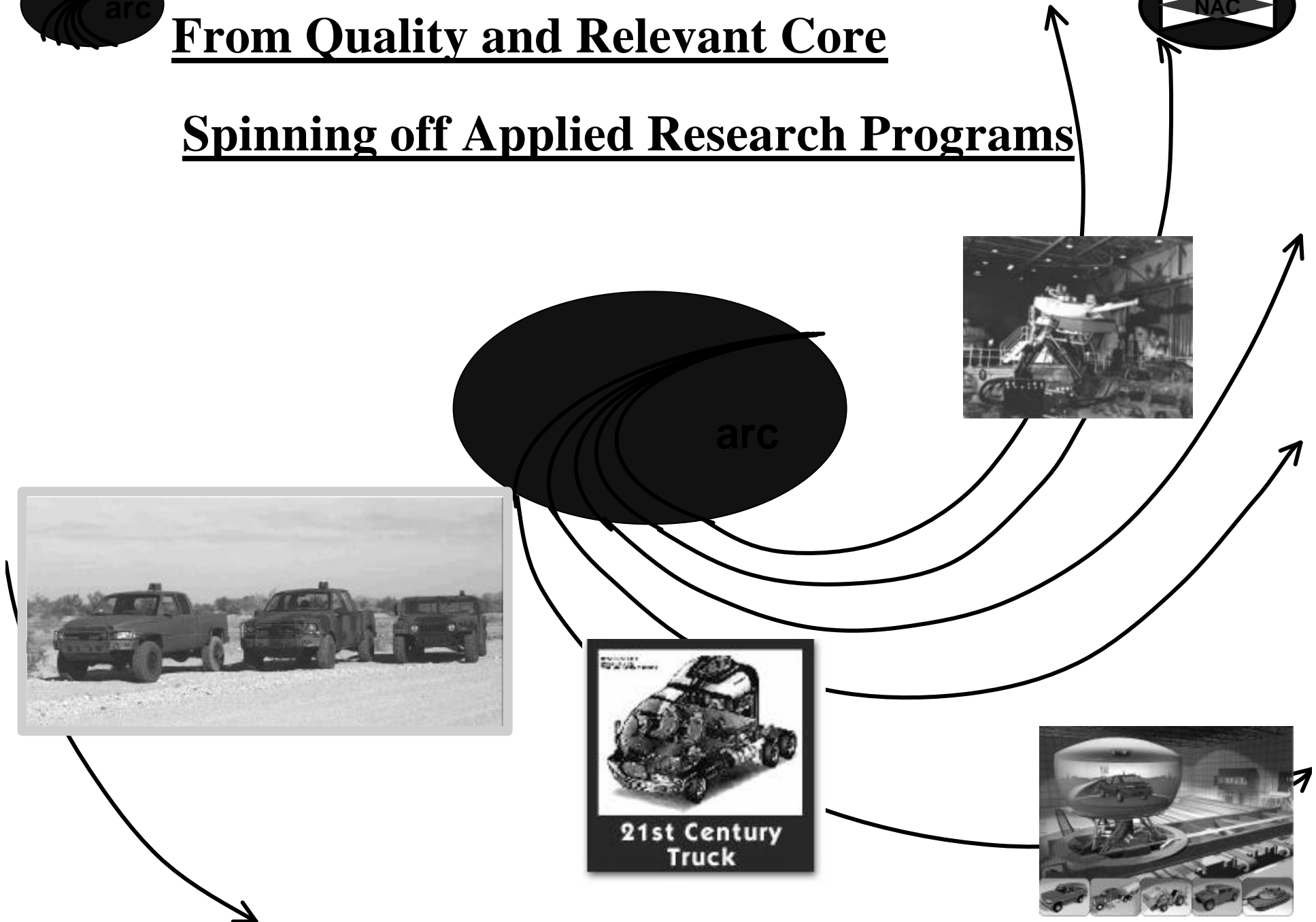
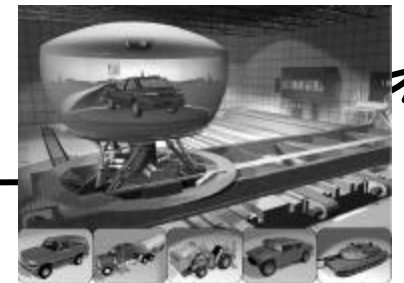


- **Adiabatics**
- **AlliedSignal, Inc**
- **Allison Engine Company**
- **AM General Corporation**
- **AVL**
- **LMS CADSI**
- **Caterpillar, Inc**
- **Chace & Associates Engineering**
- **DaimlerChrysler Corporation**
- **Deere & Company**
- **Detroit Diesel Corporation**
- **Eaton Corporation**
- **Failure Analysis Associates**
- **FMC United Defense LP**
- **Ford Motor Company**
- **General Dynamics Corporation**
- **General Motors Corporation**
- **Goodyear Tire & Rubber Company**
- **Integrated Systems, Inc**
- **ITT Automotive, Inc**
- **LMS International**
- **Masco Tech**
- **Mathworks, Inc**
- **Mechanical Dynamics, Inc**
- **Mechanical Simulation Corporation**
- **Meritor Automotive**
- **Mitre Corporation**
- **Navistar International Transportation Corporation**
- **OptiMetrics, Inc**
- **P & H Mining Equipment, Inc**
- **Ricardo, Inc**
- **Scientific Systems, Inc**
- **Southwest Research Institute**
- **TASC, Inc**
- **Teledyne Continental Motors**
- **TRW, Inc**
- **Turing Associates, Inc**
- **USCAR**
- **Army CRREL**
- **Army HPCC**
- **Department of Energy**
- **NASA**
- **Department of Transportation**
- **National Renewable Energy Lab**



From Quality and Relevant Core

Spinning off Applied Research Programs

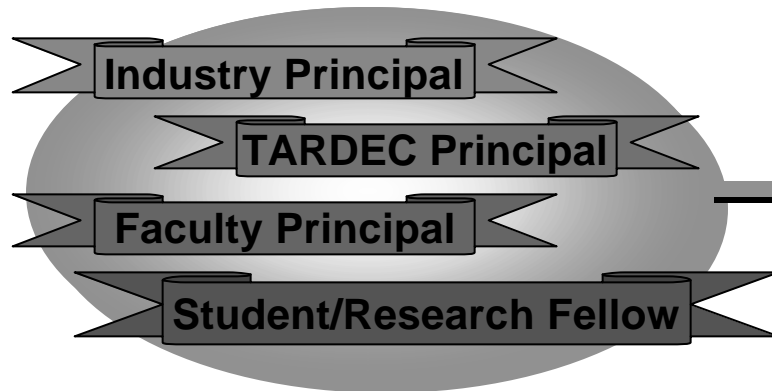




Five Research Thrust Areas

Thrust Areas

“Quad Unit”



Intelligent Vehicle Dynamics and Control
Dr. Jeffrey Stein, U of M

Human Centered Modeling and Simulation
Dr. Don Chaffin, U of M

High Performance Structures & Materials
Dr. Christophe Pierre, U of M

Advanced and Hybrid Powertrains
Dr. Naeim Henein, Wayne State University

Integrated System Design and Simulation
Dr. Greg Hulbert, U of M



AUTOMOTIVE RESEARCH CENTER



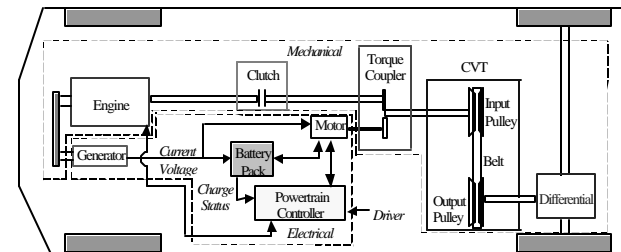
A Partnership of Eight Research Universities

1st Thrust Area: Intelligent Vehicles and Robotics

- Enhance mission efficiencies
- Enhance fleet logistics
- Enhance driver/soldier efficiencies
- Reduce fuel consumption
- Increase mission safety margins
- Reduce overall emissions
- Reduce mission crew size

- Dynamic Route Guidance
- Driver Condition Systems
- Vehicle Dynamics/Stability

Design of Control System for Continuously Variable Transmission (CVT) System



Parallel Hybrid Vehicle Featuring a CVT

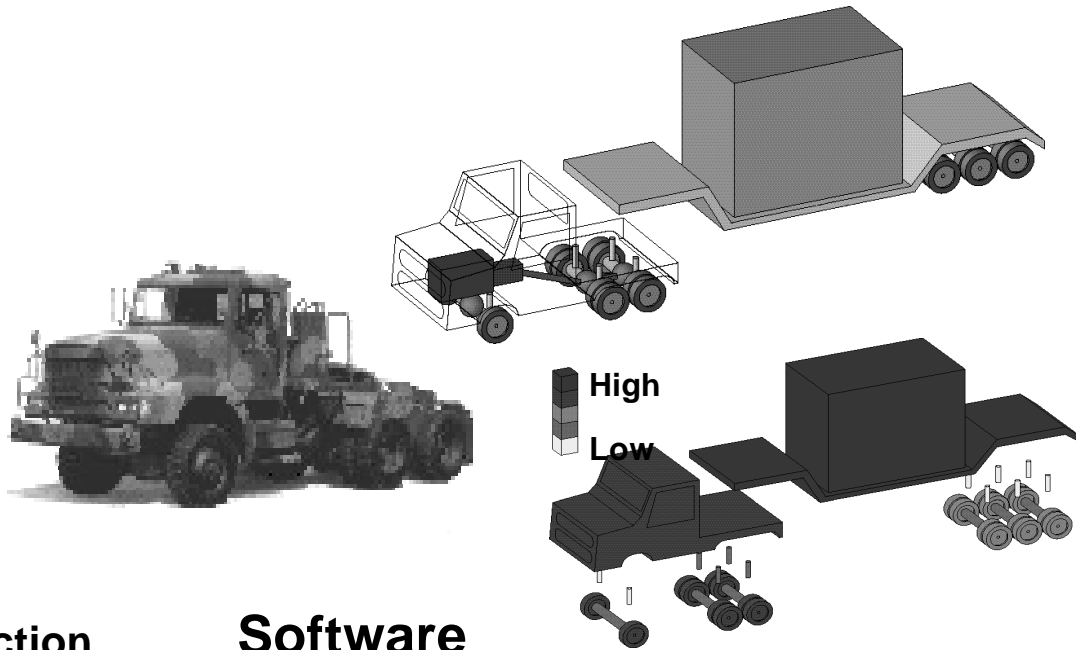
- Fleet Management
- Vehicle Diagnostics
- Vehicle Optimal Design



Intelligent Vehicle Dynamics and Control

Major Performers

- University of Michigan
- Oakland University
- Clemson University
- University of Tennessee
- Industry partners



Accomplishments

- Energy Based Model Reduction Strategy
- Worst-Case Evaluation of Vehicle and Vehicle Control Systems
- Efficient Formulation Methods for Vehicle/Tire Models
- Design Optimization for Rollover Performance
- Heavy-Duty Truck Simulation

Software

- ArcSim: A vehicle dynamics simulation environment with a series of variable complexity models, such as for the M916 military truck
- VESIM: Complete vehicle model that includes vehicle dynamics, engine, and driveline



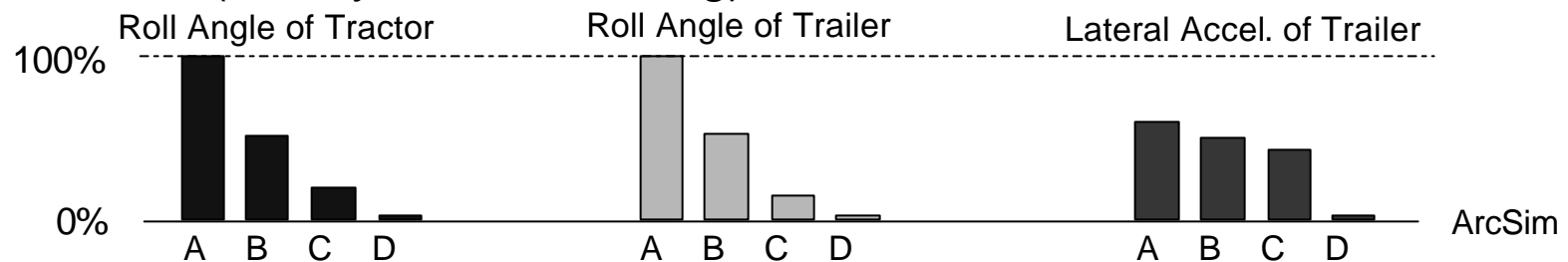
Simplified Model

Simplified roll/yaw models need to be constructed

Roll model

	Rigid Vehicle	+ <i>Compliant</i> Tires	+ <i>Compliant</i> Suspensions	+ <i>Compliant</i> Fifth Wheel	ArcSim
Number of States	0	2	4	8	91
Roll Plane Model					

Model Error (steady-state cornering)



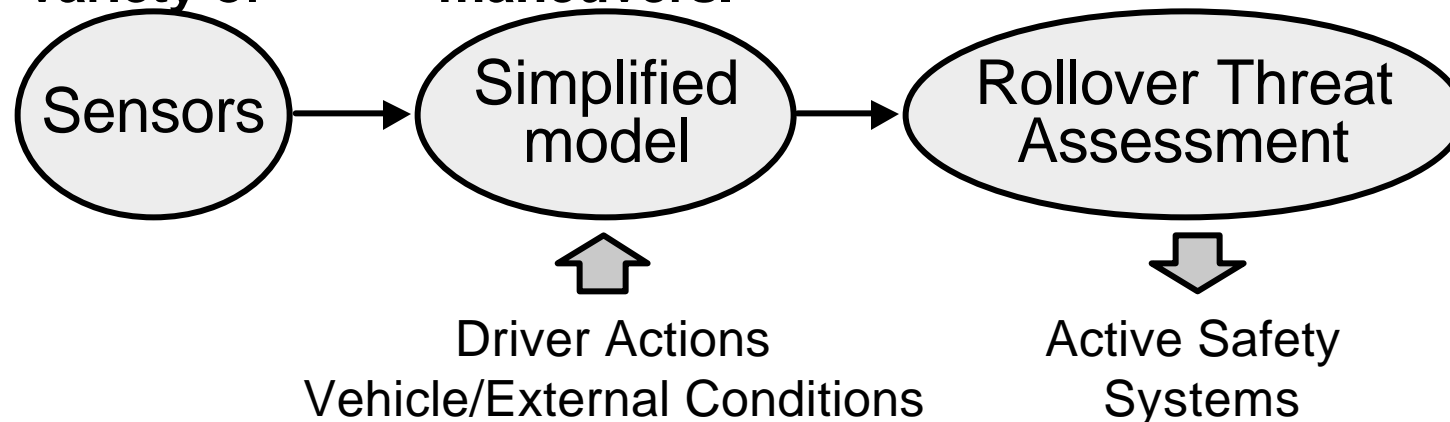
Computation time

Model D = 200 x ArcSim = 70 x Real Time (200 MHz Pentium)



Rollover Warning

- **Objective:**
 - **Develop a dynamic rollover prediction algorithm which indicates vehicle rollover threats so that preventative actions can be taken.**
- **Critical issues:**
 - **Accurate and fast (60 x real-time) model.**
 - **Metric to indicate rollover threat accurately under a wide variety of maneuvers.**





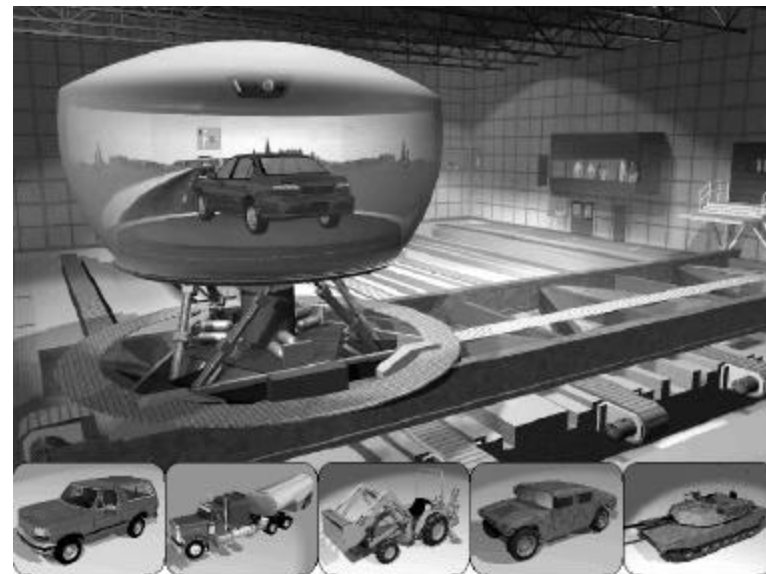
Virtual and Synthetic Environments

Major Performers

- University of Iowa
- University of Tennessee
- NSF I/UCRC for virtual proving ground simulation
- US DoT
- Industry partners

Accomplishments

- Synthetic and Virtual Environments
 - Off-Road Synthetic Environments
 - Numerical Methods for High-Fidelity, Real-Time Simulation
 - Parallel Computation for Real-Time Simulation
 - Integrated ARC Tools for Virtual Proving Ground Simulation
- 3D Imaging and Data Fusion for Automotive Simulation and Design



Software

- Implicit integrators and linear solvers transitioned to DADS
- Real-time dual coordinate software implemented on TARDEC simulators
- Off-road virtual proving grounds for TARDEC simulators and the NADS



UTENN 3D IMAGING AND DATA FUSION



GOAL

- Design, Build, and Test a mobile sensor platform to be navigated through on-road and/or off-road environments to capture data and construct realistic, virtual representations of those environments
- Automatically generate realistic scene databases from captured data, suitable for real-time simulation in the NADS/TARDEC framework

Desirable characteristics of completed system

- ❖ All data captured while vehicle moves at a reasonable speed.
- ❖ Capture complete data over a 20-mile stretch
- ❖ Automatically produce virtual environment with minimal human intervention
- ❖ Retain manual modification capabilities in final virtual scene.



Potential sensor suite

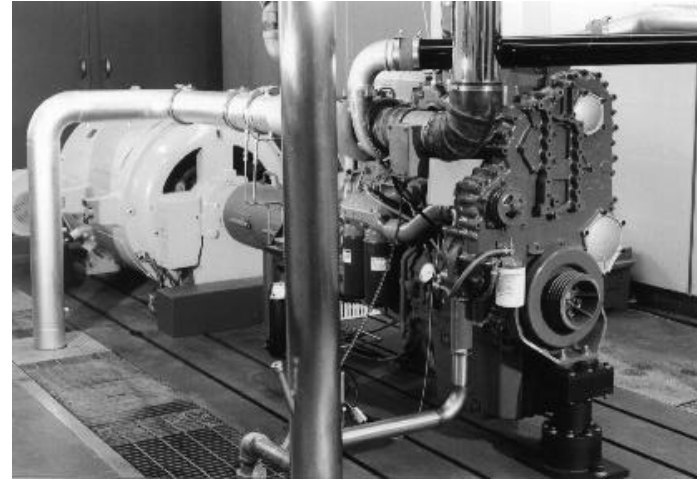
- ❖ GPS for rough geometry of the road/path.
- ❖ Laser range scanner for accurate, 3D data acquisition.
- ❖ Multiple video cameras for:
 - Texture.
 - 3D data from multiview/stereo analysis.
 - Road surface acquisition (texture, lines).
 - Other scene characteristics.
- ❖ Ground penetrating radar for improved road surface characterization.



Advanced and Hybrid Powertrains

Major Performers

- University of Michigan
- Wayne State University
- University of Wisconsin-Madison
- Industry partners



Accomplishments

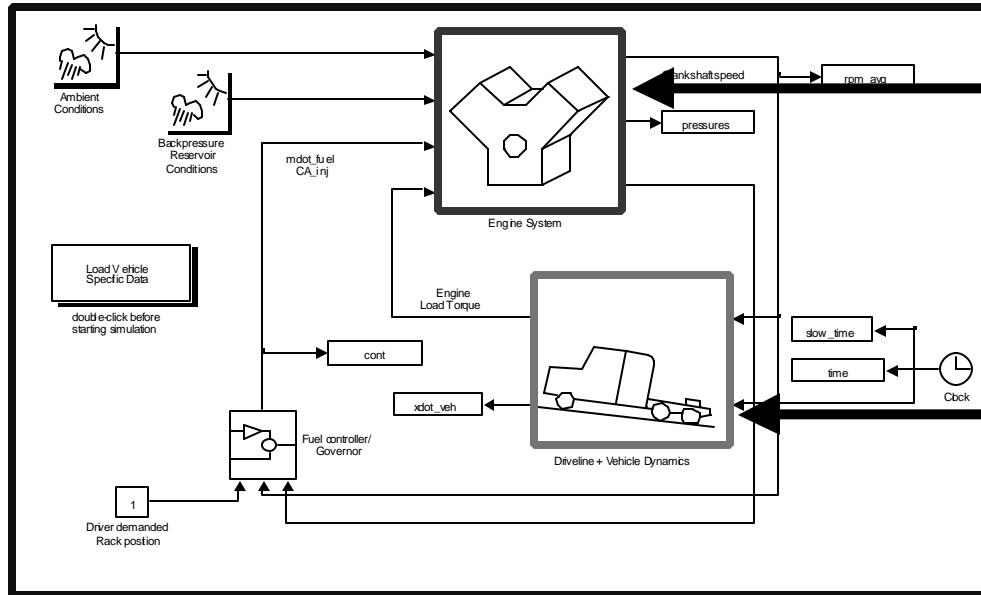
- Physical models of transient engine processes
- State-of-the-art experimental validation of models
- New electronic controls to reduce signature in the field
- Powertrain simulations for actual wheeled and tracked vehicles

Transitions

- High-fidelity engine and driveline transient simulation modules
- New diagnostic techniques for fuel injection, combustion, heat transfer, and white smoke
- New electronic controls to improve cold-start and reduce white smoke

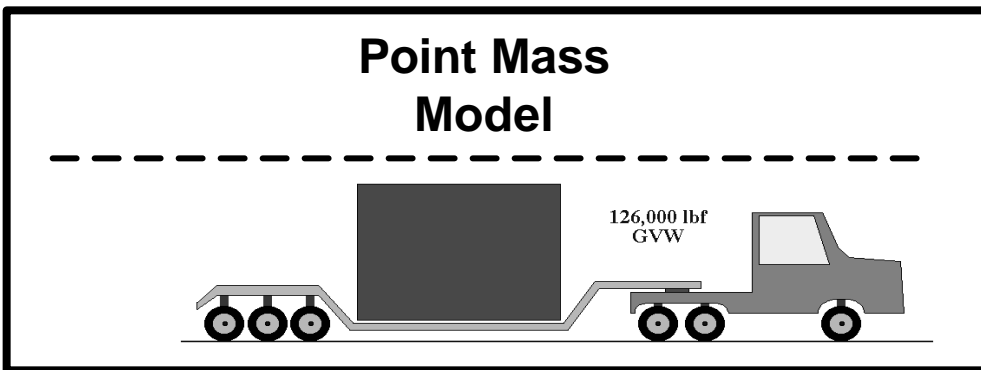


Vehicle System Integration

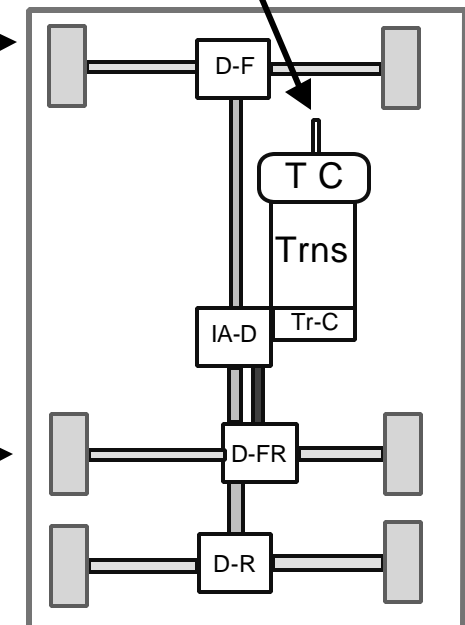
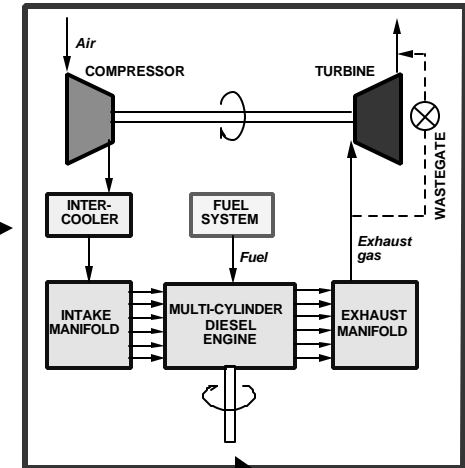


ENGINE SYSTEM

DRIVE - LINE



VEHICLE DYNAMICS





Summary

- **ARC Research is concentrating on developing expertise in individual technology areas while providing modeling and simulation tools in five thrust areas.**
- **Case Studies focus on specific engineering problems: FCS, 21Truck, etc.**
- **New initiatives being ramped up in distributed simulations across high-speed networks - iARC - Human-based modeling and Simulation - Whole life product development.**

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